(c) what are Government's plan to develop more secondary airports to sustain the growth of low-cost operators; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Airports Authority of India (AAI) manages 124 airports and civil enclaves and at 11 other airports (including 5 international airports), AAI provides CNS/ATM services. At present 98 airports are operational in the country.

(c) and (d) AAI has undertaken an ambitious programme to upgrade/modernise airport infrastructure at 48 smaller airports in the country. Besides, AAI proposes to upgrade some of its non-operational small airports subject to availability of land from the concerned State Governments free of cost and free from encumbrances, either through its own resources or in joint venture with the State Governments.

Service tax arrears of British Airways

722. SHRI PRAKASH JAVADEKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the British Airways has been permitted to accumulate Rs. 133 crore as service tax arrears for the period 2006-07; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

CAT-III-B trained pilots

723. SHRI GIREESH KUMAR SANGHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) has issued instructions to airlines to train their pilots or equip their aircrafts to make use CAT-III- B for smooth movement during dense foggy weather;

(b) if so, how many pilots have been thus trained or aircrafts equipped during the 2006 and 2007; and

(c) what is the break - up of such trained pilots, airlines - wise?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There is no mandatory requirement for Domestic Airlines to get their pilots trained to operate during low visibility conditions. These airlines are persuaded to train their pilots to operate in low visibility conditions.

(b) and (c) No specific aircraft was equipped specially for CAT IIIB operation in 2006 and 2007 but aircraft are imported with the capability of CAT-II/III A or B operation by airlines.